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AN-AMERICAN Fisherman

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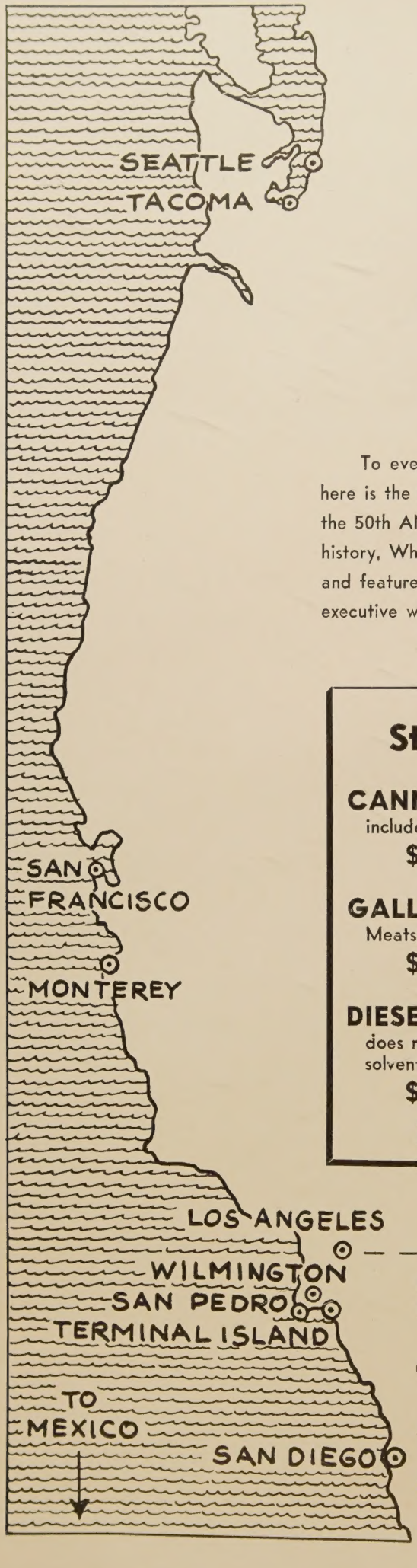
APRIL 1951

The Piper Cub Goes to 'School'

WINDY CITY CONCLAVE
by Hap Holliday

For the Advertiser . . . No. 1 for '51



The GOLDEN JUBILEE *Book*

Published in July, 1951—commemorating the 50t ANNIVERSARY of CALIFORNIA'S FABULOUS TUNA INDUSTRY

To every company supplying the Pacific Fishing Industry or any of its allied trades- here is the near-perfect advertising opportunity — The GOLDEN JUBILEE Book, marki the 50th ANNIVERSARY of California's Tuna Industry. This book will include comple history, Who's Who, and Clipper roll call of the industry—plus hundreds of other pictur and features. It will be a treasured volume, certain to reach every important workman a executive within the entire industry. Act NOW to insure your advertising space!

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does not include individual insurance.
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OPERATING SUPPLIES:
fishing supplies, baits, etc.
$6,548,285.00.

* These figures are approximate, and are based only on those boats operating from the Los Angeles-San Diego area. For approximate figures on United States-Mexico Pacific Fisheries, multiply figures by 4.5.

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Please send complete information on the GOLDEN JUBILEE Book—to be pu lished in July, 1951, marking the 50th Anniversary of California's Tuna Indust

Company Name _____

Address _____ City _____

Signed _____

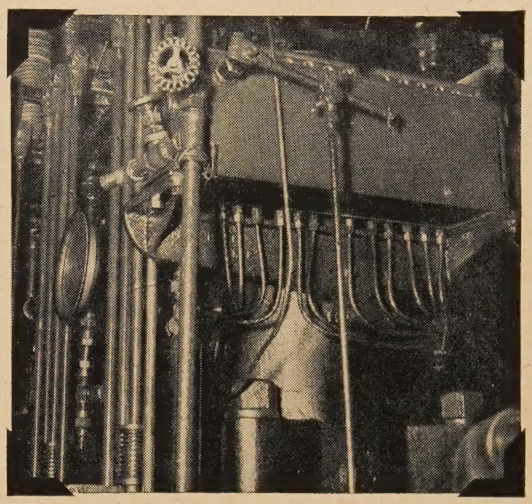
MAIL: Pan-American Fisherman, 205 Broadway Pier, San Diego 1, Calif.

STANDARD ENGINEER'S REPORT

DATA

PRODUCT	Standard Diesel Fuel
UNITS	125 H.P. Atlas diesels
CONDITION	Fishing off Pacific Coast — bottom fish
PERIOD	15 years
FIRM	Consolidated Fisheries, Inc., San Francisco

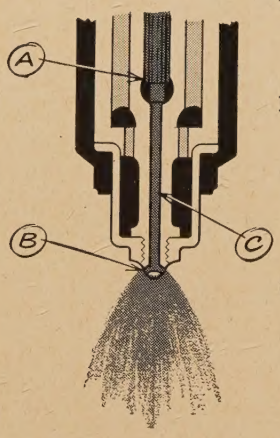
No diesel fuel-system trouble in 15 years of fishing!



FUELED WITH STANDARD DIESEL FUEL SINCE 1936, this engine in Consolidated Fisheries' trawler Crescent No. 2 has been in tough coastal fishing service all that time without fuel-system trouble. Injectors have received only the usual checking and cleaning. (The two other boats in Consolidated's fleet have operated for shorter periods with the same record.) Engines are worked hard. The 60-foot boats fish some 600 miles of coastal waters, buck tides and often heavy weather with catches weighing up to 10,000 pounds.

SPECIAL PRECAUTIONS are taken on these boats to keep fuel from being contaminated with dirt, grit and water, thus eliminating much of the cause of excessive wear on diesel engine fuel parts. Standard Diesel Fuel is delivered to you 100% clean through special handling. Keep it clean and you will cut maintenance costs.

How Standard Diesel Fuel cuts repairs and ups engine efficiency



A. Complete distillation and 100% cleanliness prevent wear of fuel-system parts.

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C. Has correct viscosity to provide lubrication of fuel-system parts—assures less wear, minimum leakage and clean injection cut-off.

FREE FOLDER on Standard Diesel Fuel, and Standard Automotive Diesel Fuel for certain high-speed engines that require a premium quality high-cetane fuel. Gives complete information, tells how to keep fuel clean. Write or ask for it today.

STANDARD DIESEL FUEL

TRADEMARK REG. U.S. PAT. OFF.

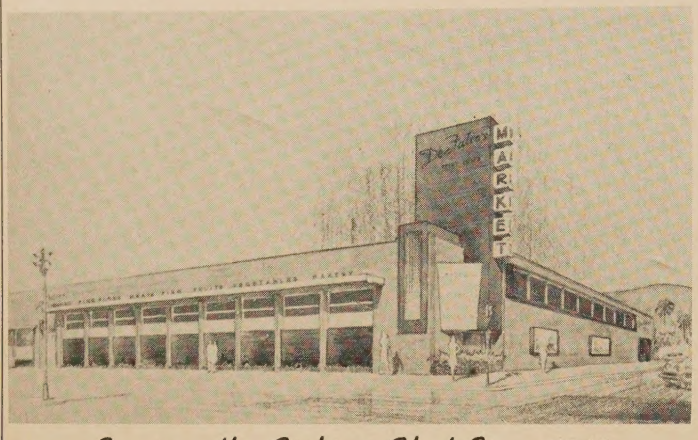
STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

STANDARD OIL COMPANY OF CALIFORNIA

De Falco's

NEW SUPER MARKET Now Opened!

We invite our many friends and customers in the fishing industry to visit our newly opened super market, at Rosecrans and Lowell Street, in the Point Loma district.



This second unit of DeFalco's is one of the largest and most modernly equipped food stores in the San Diego area—10,000 ft. of shopping space—25,000 ft. of parking space.

The new store maintains the established DeFalco policy of maintaining unusually complete stocks of fine foods, produce and meats.

Enjoy your next shopping trip at this beautiful new super market.

Serving the Fishing Fleet Since 1910

NOW TWO LOCATIONS

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De Falco's

A. B. KNOWLES & CO., Inc.

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PACIFIC COAST MANAGING GENERAL AGENTS

RELIANCE INSURANCE COMPANY OF PHILADELPHIA

San Diego Representative

M. E. SIMAS—1261 Rosecrans Avenue, San Diego, Calif.

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SAN FRANCISCO
114 Sansome Street
Telephone: Exbrook 2-8124

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Recent surveys have shown that practically all advertising media, except the home-town paper, has lost listeners or readers to Television. That's why our advertising department has gone into this relatively new means of telling the world about Chicken of the Sea brand and White Star brand tuna—to reach a greater audience . . . to increase our sales . . . and to increase our demand for the raw product our fishermen supply.

Van Camp Sea Food Co., Inc.

Foot of Crosby St.
SAN DIEGO, CALIF.

With the flip of a switch...

you're in touch with the beach, your home or office...with other ships...that's ship telephone service. Get regular weather reports, storm warnings. Enjoy the extra freedom that means more work done—or just plain fun.

Keep in touch... use Ship Telephone Service

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Learn more about ship telephone service. Call or write a Pacific Telephone Business Office in the nearest principal port city and get this booklet free.

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THE MAURITANIA on the ways for general repair.

- ***always the finest in materials and workmanship***

National offers you complete yard and shop facilities for expert maintenance and repair work on steel or wood vessels. Whether we are building or repairing, your boat receives only the best in materials and workmanship.

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COVER
The Piper Super Cub in action, piloted by
n Jacquot of San Diego, California.

•

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ABOUT THIS ISSUE:

ACCORDING to Bob McGraw, *Marine Press* staff writer, the Piper Super Cub plane is not a piece of fishing equipment to be sneezed at, and, moreover, its chief booster in Southern California, Carl Morgan, has done an outstanding job of selling the little plane to the fleet. However, in doing so, according to McGraw, the tall ex-Army Air Force officer had no soft touches thrown his way. It was, as a matter of fact, a tough job, although it became somewhat easier after Skipper Joe Madruga of the *Paramount* took a chance and left port with one aboard. "When the veteran fishermen," says McGraw, "boarded the giant clipper *Paramount* that day, they felt nothing but annoyance and doubt for the winged contraption that crouched on the aft section of the vessel. The skipper had told them the plane would be a time saver in cutting the length of their fishing trips, and, in addition, would earn almost twice as much money for every man on board. But they maintained nevertheless a dubious opinion of the actual assistance the plane would provide in the laborious task of filling the clipper's holds with tons of fish. Most of these men, and their fathers and grandfathers before them, had been hunting and chasing schools of fish for decades. They knew exactly where to look for bait and catches. They were accustomed to remaining at sea for three and four months on each voyage, missing the comforts of a warm home, regimented meals and welcomed rest. Besides, the plane had cost more than $6,000, money that might better have gone for additional gear for the ship, despite the fact that their's was one of the finest and best equipped vessels in the great tuna fleet that operated out of San Diego Harbor . . . " but perhaps we'd better let you read it for yourself. It's on page 10.

•

Twenty-thousand representatives of America's canning industry attended the 44th Annual National Canners Association in Chicago, February 14-23, according to our friend and yours, Hap Holliday, and it was some blowout. Not the least of the highlights, was the election of officers. For a complete list and report, turn to page 13.

•

In 1923, Peter Rask, a husky, 22-year-old Danish-Spanish-Irish-American carpenter, decided one day that San Diego, California, was destined to become a great seaport, with special emphasis placed upon commercial fishing. With this thought in mind, he immediately put his woodworking tools to work in a shipyard. The yard, to be explicit, was Campbell's, and young Rask worked under the direct supervision of his stepfather, Manuel Madruga. Later, he went into business with big Arne Strom, now President of Harbor Boat & Yacht Company, and today, at Coronado, California, he and son Bud have their own yard. It's a good little story; you'll find it on page 12.

•

ARTIST Alex Hall of San Diego, California, didn't know that, a number of years ago when he was manufacturing rubber shark for movie scenes, he inadvertantly was setting the stage for his newest venture into the making of rubber objects. All of which means that the creative Mr. Hall today has ventured into the fishing lure field, and, given a little more time, he plans to be in production with a lure to end all lures.

A graduate of Mark Hopkins Art Institute, in San Francisco, Hall originally aspired to be a newspaper artist, and, as you can see by his illustration (See story, page 9), he apparently has lost nothing of his old touch. Photo engraving also intrigued him, however, he didn't hit his stride until he got acquainted with motion pictures. After a hitch therein, he determined to open his own studios in New York, which he did with such success that he remained in that area and field for the next seventeen years. The yarn is on page 9, and it's an interesting one. —*John Springer.*

EDITORIALS

Congratulations

Since the last war, Japan, day by day, has displayed an admirable willingness to recognize her mistakes in yesterday's unfair dealings with sister nations, if not an outright eagerness to rectify many of them. A recent case in point involves a letter, written to United States Ambassador John Foster Dulles, by Shigeru Yoshida, Prime Minister of Japan. In it, among other things, Yoshida outlines some plans to cope with Japanese poachers in international fisheries conservation areas. Currently, the fish in question, and areas specifically mentioned, are, respectively, salmon, herring, halibut and sardine, and tuna fisheries in the waters of the Easter Pacific Ocean and Bering Sea. Yoshida prefaces his letter by admitting that the Japanese people depend largely upon fish for their food supply, and, therefore, that his country has a special interest in the conservation and development of fisheries. Calling upon all nations for a concerted action in the conservation and development of international fisheries, he goes on to laud the action of nations which have submitted to self-denying ordinances to prevent fisheries exhaustion, and to warn that uncontrolled fishing by any country could result in sharp friction between the exploiter and exploitees. Japan's contribution to the ordinance, he says, will be to negotiate, as soon as her sovereign restoration is complete, with other nations in establishment of an equitable deal all the way around. Meantime, he informs Dulles, the Japanese will, voluntarily and implying no waiver of international rights, forbid their fishermen from operating in present areas where conservation projects, either domestic or international, already are in effect. A commission will be set up, composed of both governmental and industrial representatives, to see that this prohibition is fully observed, and severe penalties will be imposed by this organization where violation is discovered.

Yoshida's stand is gratifying.

Japan's fisheries research, heretofore, has been conducted by various groups, including the prefectural governments, universities, fishery schools, fishing industries and the Central Government. True, governmental agencies very similar in the United States also conduct this sort of research, however, Japan's effort, in this respect has been, in the past, based more on fishing improvements, processing methods and development, rather than on the conservation angle favored by the Western countries. If Japan intends to take her place once more among the great fishing nations, her present plans, as outlined by Yoshida, will have much to do, then, with her success. Indeed, by the application of regimens and education peculiar to research, that country can, moreover, maintain, and perhaps even substantially improve, the product and output of its individual fisheries. Of course, this issue, while important, is not the paramount one, as many countries have learned. The world's fish supply is far from inexhaustible. In fact, many fisheries already show the wear and tear of over-exploitation, and this alarming development should be the chief concern of fisheries groups, here, there, and everywhere. To ignore it is to invite the possible eventual extinction of some species of seafood, and, worse yet, to court ill-feeling between nations. Japan, through Yoshida, is to be complimented on her proposed participation in these conservation programs. If she jumps in and gets her feet completely wet, which she probably will do, in view of her postwar cooperation in other matters, she will benefit in more than one way, not the least of which would be to establish respect for her among the various world fisheries.

The GLOBE

An International News
File compiled by
FOREIGN BUREAUS
of
Marine Press Association

Bodo, Norway.—The research division of the Norwegian freezer Laboratory in Bodo (Northern Norway) has concentrated on Lofoten cod and large pollock. These two species are the most important in the Norwegian frozen fish industry, according to a report in the December 21 issue of Fiskaren, which quoted the newspaper Tromso. During last season's Lofoten fishing operations, the laboratory prepared, packed, and froze a number of samples of cod and pollock taken with various types of gear. Variations in the Lofoten fish were much greater than in species from other areas. It appears that the Lofoten fish are relatively unlike in physiological characteristics. There are striking differences between the males and females.

The seine fishery has played an important part in the frozen fish industry, but tests show that seine-caught cod are not especially well suited as raw material for filleting, even if handled very carefully. Seine-caught fish raise a number of special problems, but changes in seining techniques may make them usable for filleting. Use of smaller seines, which will limit the catch, may be a solution. Also, fillets of gill-net fish were rough and partly of poor quality. The Norwegian frozen fish industry has started to use varieties of fish which earlier were of little or no interest. One of these is wolffish (catfish), which is especially suited to filleting and freezing and has opened new possibilities for both fishermen and processors. There is hope of similar development for rosefish (ocean perch), halibut, and haddock.

Honolulu, T. H.—Tamio Otsu, Fishery Biologist with the Pacific Oceanic Fishery Investigations of the U. S. Fish and Wildlife Service, left Honolulu for Tokyo on March 3. Mr. Otsu will accompany a Japanese mother-ship expedition which will fish for tuna in the waters of the tropical western Pacific Ocean between the Palau and Caroline Islands and the equator, and will be acting as an observer for the High Commissioner of Trust Territories and the Fish and Wildlife Service. The expedition, which is expected to be composed of a 3000-ton mother-ship and 15 catcher vessels, will leave Japan March 12 and will be gone for a period of several months. Prior to World War II, the Japanese fishermen had discovered and exploited a relatively rich tropical tuna fishery. The war made it necessary to discontinue these operations. After surrender, the Japanese had not been permitted to visit these waters until June 1950 when the first mother-ship operations was conducted in the waters south of the Caroline Islands. The present expedition is the fifth since that time.

Guaymas, Sonora, Mexico.—The shrimp catch brought into Guaymas during January was disappointing to all sectors of the industry, an American Embassy dispatch from that city dated February 7 reports. Only about 500 metric tons were unloaded at the freezing plants during the month. This is about 70 percent as much as was unloaded during December, and served to keep the Guaymas plants operating only about three days in each week. Because the catch has generally failed to bring boat owners enough to cover more than their operating expenses, while their overhead costs remain high, there is a great deal of pessimism concerning the outcome of the present season. Statistical reports of the Instituto de Pesca del Pacifico are now available through the month of December 1950. They show that for October through December some 3,054 metric tons of shrimp were landed in Guaymas—about 11 percent more than was landed in the comparable months of the previous (1949-50) season.

British Columbia, D.C.—The catch of tuna in British Columbia during 1950 amounted to 1,807,000 pounds, valued at C$316,000 to the fishermen, states a January 8 American consular dispatch from Vancouver. The 1950 catch was below that of 1949 when 2,230,000 pounds were landed, valued at $362,000. Most of the tuna was shipped to the United States for canning.

Bremerhaven, Germany.—After the German herring season ended in December, German trawlers continued looking for herring. Going deep into the English Channel, the trawlers made a 14-day voyage and were able to catch herring. Also, for the first time known, they netted pilchards—a fish unknown to these fishermen who mistook them for anchovies, a January 25 American consular dispatch from Bremerhaven reports. Two reasons are given for the catch of pilchards: (1) the fish apparently appeared further north than heretofore, and (2) German trawlers in previous years generally went further south to fish for herring. The pilchards were well received at Bremerhaven and sold at auction at the same price as the herring.

Ottawa, Canada.—The Canadian Government has notified the French Embassy that the Canadian Department of Fisheries maintains an inspection service for canned fish in accordance with Federal regulations and has requested that the Department's Inspection Service be designated as the agency for certifying canned fish exports to France. The Department will provide an inspection certificate, which will accompany shipments, in evidence of the condition and quality of the fish, reports a February 7 American consular dispatch from Ottawa. To date, the Canadian Government has not been notified whether this procedure meets with the French Government's approval. The Canadians point out that they have been using this procedure in connection with canned fish exports to other countries requiring certificates and that it has proved acceptable and workable.

Vigo, Spain.—Canning plant production in Spain during January this year was again reported to be practically nil, according to a February 7 American consular dispatch from Vigo. The volume of purchases, both for canning and pickling, totaled 1,524,000 lbs. or 22.4 percent of the total catch. This compares to January 1950 purchases of 2,759,000 lbs. or 31.23 percent of the total catch and 44.81 above purchases during January of this year. While there was a shortage of the principal preservable varieties during the month under review, the principal reason for practically no canning activity was reported to be due to the guarding of the small stocks of tin plate on hand for future use.

PAN-AMERICAN
fisherman
NEWSmagazine of PAN-AMERICAN FISHERIES

Foreign Slants, Strikes, Big Catches

CHECKMATE

At Los Angeles:

Concern over encroaching Japanese competition in the fishing industry has caused a concentrated move by the Los Angeles Chamber of Commerce to campaign for the protection of the West Coast fishing industry by incorporating an agreement into the proposed Japanese peace treaty. A spokesman for the C. of C. said that Japanese exploitation of America's coastal waters before the World War II were extremely damaging to American industry. In addition, the spokesman stated that quantities of Jap-packed seafood entered United States markets at substantial price differentials, adversely affecting our enterprise.

COOPERATION

From Japan:

Japan, recent target for American fishermen because of her violation of international fishing laws, have voluntarily agreed to prohibit Japanese nationals and vessels from fishing for salmon, halibut, herring, sardine and tuna in the eastern Pacific ocean and Bering sea. The agreement was disclosed in an exchange of letters dated February 7 between Japanese Prime Minister Shigeru Yoshida and an American representative, who has been discussing a Japanese peace treaty in Tokyo. Yoshida said that without development and conservation of fisheries resources, international friction would develop and the fisheries might be exhausted.

Wide Open!

RECORD

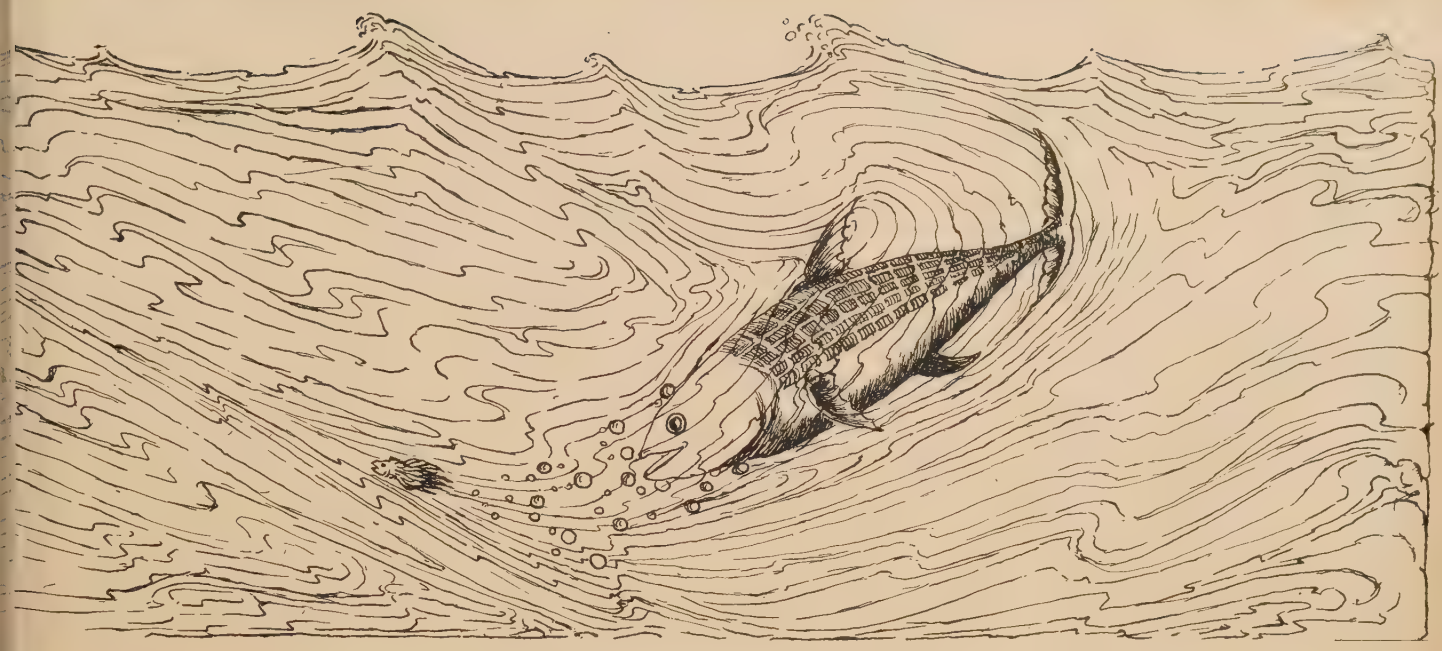
Sea Lark:

If the *Sea Lark* continues to perform as she did on her maiden voyage she undoubtedly will set some sort of record for success on the high seas. The newly christened 165-foot tuna clipper, originally a Navy tug, and built in Bellingham, Washington in 1944, broke a long-standing record set by the *Scarlet Queen* by nearly 100 tons. Frank M. Medina, the *Sea Lark's* skipper, radioed San Diego officials that his ship was headed home with 635 tons of tuna in her 650-ton capacity refrigerators. The clipper, converted into a fishing vessel by the Martinolich Ship Building Company of San Diego, was purchased by the Global Fishing Company of Seattle several months ago, and travels at a speed of 12 knots with a crew of 17 men aboard.

HURDLES

Regulation:

A proposed state tax on commercial fishing hauls to finance fish propagation and stream clearance projects passed its first hurdle in the Washington State legislature last month. The tax proposal was approved by Washington's commercial fishing interests. An expected $350,000 a year will finance projects designed to increase the State's fish population. The house committee amended the bill to remove a provision that would have required larger license fees for out-of-state fishermen. The revised bill requires a $75 license for anyone fishing commercially in Washington waters, whereas the original measure required a $250 fee for out-of-state licenses. *(Continued on page 24)*



From Movies to Lures

by William Walters

Used To Making 18-Foot Rubber Shark for the Movies, Alex Hall Thinks Tuna Lures Should Be a Snap

Illustrated by
ALEX HALL

INNOVATIONS

IF, perchance, you receive an invitation to visit one Alex Hall, artist and sculptor, at his Pacific Beach business residence on 2926 Balboa Avenue, and are aghast at the beautiful foliage within said edifice, you will merely be repeating a sensation that has been experienced by countless others after entering that artistically talented and astutely creative gentleman's studios. As a matter of fact, using the of Dick Tracy's famous character's quotes, you'll be downright astonished at the amazing things you discover during the course of a short conducted tour through the spacious grounds. For, to begin on the facts of this story, the 140-pound, 5-foot 10-inch Hall, an angular, grey-haired man who confesses to being "somewhere around the sixty mark," is an expert in designing plants and flowers out of rubber. However, his elastic ability, if permission is granted by the reader to exploit the possible humor this subject is blessed with, is not confined solely to the production of the aforementioned, for, in truth, Hall has traveled the jungles of the South Pacific and South America, and has, through all these years, retained an unsullied memory of most of the things he saw and experienced during his sojourns to those distant lands.

THE quiet, deep-voiced bespectacled Hall, unlike most individuals in his profession, is conservative and likably shy when first you meet him, a social attribute too few men of his ability and creative scope possess in these hectic days of creation and design. A graduate of the Mark Hopkins Art Institute, in San Francisco, Hall began his artistic asperations as a newspaper artist and photo engraver, and, always fanatically interested in the pioneer field of motion pictures, he left that job and opened his own film studios in New York, remaining there for seventeen years. It was during that time that he designed and created many sets, including those for the New York Museum of Natural History and Washington's Smithsonian Institute. Every major collection received at both institutions required backdrops associated with the particular display for dramatic public presentation, and Alex Hall made them. He created and constructed entire artificial jungles of latex, so acceptably natural that visitors to both the historically important

(*Continued on page 15*)

Plugger

Carl Morgan, Piper Cub agent for Southern California.

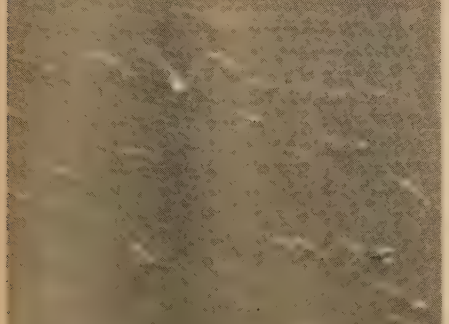
The Piper Cub goes To 'School'

THAT time-worn cliche which establishes the literary merits of a book's contents by virtue of a well-titled cover may, in substance, apply paradoxically to a pocket-sized edition of an airplane that, for the past three years, has been making money by the basket and setting records galore for certain arms of San Diego, California's, tuna fleet. At first sight, to be sure, the Piper Super Cub, despite its trim, jaunty appearance, plants the impression that it could be doubled up and torn across twice by a second-rate Strong Man. Of such misleading sights, however, are rubs made, and certainly there's one here. Powered with a 125-H.P. engine, the little kewpie of the clouds has taken the tuna crowd by storm, and because, to add more to the paradox, of its toughness, economy, and extreme maneuverability in weather not exactly recommended for wanderlusting among the clouds. A big portion of the little skyhawk's firmly-intrenched popularity with commercial fishing's more successful sons, is due, of course, to the business grasp and aggressiveness of an ex-Army Air Force Major. Things didn't look so bright, though, for the Cub *or* its tall, tanned booster not too long ago. In fact . . .

When the veteran fishermen boarded the giant tuna clipper *Paramount* on a morning three years ago, they felt nothing but doubt and annoyance for the winged contraption that crouched on the aft section of the vessel. The skipper had told them the plane would be a time saver in cutting the length of their fishing trips, and, in addition, would earn almost twice as much money for every man on board. But they maintained nevertheless a dubious opinion of the actual assistance the plane would provide in the laborious task of filling the clipper's holds with tons of fish. Most of these men, and their fathers and grandfathers before them, had been hunting and chasing schools of fish for decades. They knew exactly where and when to look for bait and catches. They were accustomed to remaining at sea for three and four months on each voyage, missing the comforts of a warm home, regimented meals, and welcomed rest. Besides, the plane had cost more than $6000, money that might better have gone for additional gear for the ship, despite the fact that theirs was one of the finest and best equipped vessels in the great tuna fleet that operated out of San Diego Harbor.

THIS, then, was the situation when the skipper ordered mooring lines hauled aboard. However, during the concentration of guiding the sleek craft out of the harbor, and setting her on a southerly course, he soon forgot the attitude of his crew and centered his attention on a choice of area in which to test the recently acquired addition of power and prestige now resting on the tail of his ship. It was decided the Galapagos Isles would be perfect for an experimental ground, for the many small dots of land and ribbons of water evident in that labyrinth of wild growth and desolate loneliness would prove to be a challenge to any plane. Upon reaching their destination the skipper ordered the plane, specially equipped with tested and proven floats, hoisted overboard, and, by radio, directed the pilot to circle the area and report any signs of sea life. Following a burst of power, a smooth and short takeoff, and about ten minutes of flying, the pilot reported a huge school of fish not more than several miles from the boat, where, with the aid even of strong binoculars, the captain could not have detected them. The big clipper churned pellmell to the designated spot, and made a tremendous haul. The operation between boat and plane continued for several days and the ship was soon sitting low in the water with bulging holds of fish. After a few days, the plane was brought back aboard ship amid boisterous and enthusiastic plaudits from a completely reformed and convinced crew, and the ship headed home.

The *Paramount* set a record on that trip, returning to port in less than a month. And, most important, the plane had paid for itself in *one* trip. That fact weighed heavy with other skippers and owners in the fleet, for there now are 42 sturdy replicas of the Piper Super Cub buzzing over the ocean and playing an important part in the fishing industry's success. Of course, Carl Morgan, the ex-Army officer mentioned elsewhere, had watched with patience and confidence for the return of the clipper. and when skipper Joe Madruga informed him of the great success he had had with the plane, Senor Morgan, not con-



Victims

Fish school as seen from the Piper.

That amazing little Whippet of the sky, the Piper "Super Cub" airplane, has caught the fancy of the San Diego, California, waterfront. It's little wonder, all things considered. Here's an article that explains why.

by

Robert McGraw

Photographs by
DEAN PIEPER

nt to sit back and wait for the rest of ie fleet fathers to come racing to his irstrip, continued his style of sales- ianship and whooped up the many ierits of owning one of his planes. He npressed his listeners with the facts iat they were most concerned about, hich were the economical value of the lane and its versatility as a working nit in connection with operations in ie fishing fleet. The plane, he har- ngued them, was capable of rising 4,000 feet in the air, cruising at better ian 110 knots an hour; carried two 3-gallon fuel tanks that provided for 7-hour flight range, and boasted that l working parts were made of stain- ss steel, a non-corrosive metal that ould naturally be of great importance owners. But, the point that influ- nced owners and skippers alike was iat the plane was capable of locating ait centers and schools of fish that the ell-informed fishermen hitherto were ompletely unaware of. This meant a ider field of fishing action and greater atches in record time, the foremost fact f interest with all skippers and owners. ut, the fishermen, determined not to o flying into something that, on the rface, appeared unbeatable, was noth- ng more than another high pressure ales job, thought they had Morgan, the outh Bay Airport Company's owner, ymied, at first, when they asked about ilots for the planes. They were indi- idually and collectively against paying rge hunks of dough to some flyboy ho, they figured, would do nothing ut breeze around in the wild blue yon- er a couple of hours each trip and peak a few words over the radio when ighting a catch. They underestimated, owever, the Morgan's ability to cope ith any pitfalls they might lay for him uring the course of his sales spiel. He nformed the gentlemen of the briny nat he had a corps of seven instructors nat would train any one or two men board a boat to fly the plane, and in n almost unbelievably short span of ime. That did it. He sold the planes as ast as he could get them from the Piper ompany, and without fear of subdeal- rs making inroads to his territory, for Morgan is the only representative in outhern California for the company. A part of his success can be traced, of ourse, to his background. His knowl- dge of aircraft in particular, was of naterial value, as later events disclosed.

MORGAN was born in Houston, Tex- as thirty-six summers ago, and, ccording to him, has been flying planes since he was three years old.* He graduated from a Houston law school in '38, did some flight instruction work, and headed California-way. He then flew PB-Y's to Honolulu for Consolidated in 1941 and 1942, after which he entered the A.A.F. at the request of a polite greeting from Uncle Sam to enjoy an extended vacation from civilian ranks to military procedure. While serving four years in the service, Morgan traveled extensively across the country, opening airports of all types and sizes for the Air Force, and, when they were in working order, he'd assume his duties as an instructor in aiding air cadets gain their coveted "wings." Because of his efficiency and diligence in the dispatch of his duties he received a special assignment, from General Hap Arnold, to institute an air rescue operational program in Gulfport, Mississippi. Morgan, along with Bob Rizon, an ex-Royal Air Force fighter pilot, did such an excellent job of establishing a high class working team between land, sea and air units that the General commended them highly at a personal meeting.

Receiving his official discharge from the Air Force on February 28, 1946, Morgan returned to San Diego and began his new job as director of the South Bay Airport Company. It wasn't long thereafter that he became aware of a potential selling field available to anyone who wished to approach the fishing fleet with a sound and sincere offer, and this he immediately set out to accomplish. Noting that boat owners had purchased other makes of aircraft, he set about comparing the economic operational costs between his Piper Super Cub and, unsurprisingly, he says, he discovered that the other air vehicles were by far the more expensive to operate. With facts and figures he began his course of action by searching the fleet for a possible ally in his plan to sell the Piper Super Cub. He met Skipper presenting straight facts and ascertained figures, he talked to that gentleman about his plane. Lo! in less time than it takes to drop a line overboard he had this hardy skipper convinced and the rest is history.

User

Carl Medina, skipper of the *May Queen*, recently bought two Piper Cubs.

MORGAN is determined to sell a plane to every clipper in the fleet, and, if past records bear any evidence of what to expect in the future, then it's possible that he'll accomplish the task. At the moment, however, because of material shortages and the sudden rash of strikes that have hit the country, he

(*Continued on page 16*)

Operator

Donn Mastin . . . "They're tops . . . "

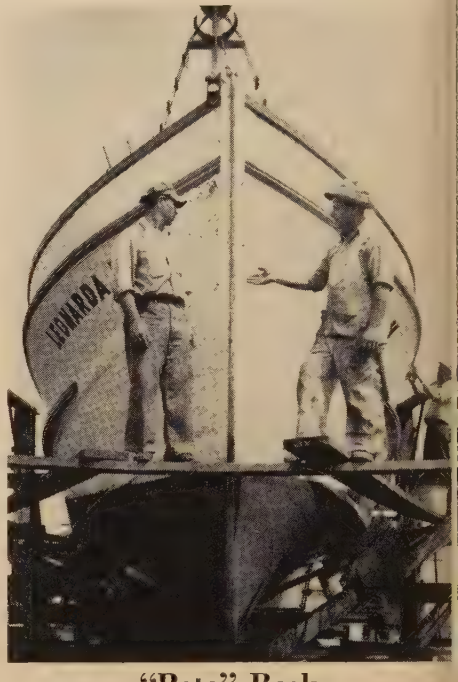
Small Craft Beauty Parlor

by John Hegeman

Photographs by
GEORGE EACOBELLIS

SAN DIEGO'S waterfront, in the year 1923, was a sprouting flower on a plant of civic importance and industry. Ships were finding their ways in increasing numbers across the vastness of oceans to Southern California's rapidly growing border city, and major industries had begun to sow seeds of enterprise and achievement in order to bury deep their roots of economic assets in what most industrial leaders on the West Coast firmly believed would be a leading seaport and industrial center in California. The Navy soon substantiated the pioneer's confidence and faith, by increasing naval activities and construction in the harbor of the city that now is a part of the second largest state in the Union, and which, subsequently, propogated many smaller businesses and establishments. Of the more important industries in the community during these years were the expanding fishing fleet and canneries. Many of San Diego's early residents worked in the fleet to feed their families, and, when they had saved enough money after years of laborious effort and never-ending sacrifice, they ventured into the fishing industry "on their own" by buying a boat, or paying to have a boat built for them.

This meant, of course, that boatbuilding concerns in Southern California were doing a thriving business, and no one realized this fact more than one Peter Rask, a husky 22-year-old youth of Danish-Spanish-Irish-American extraction, who possessed an uncanny mind for business opportunities and a natural skill in carpentry. He seemed to realize, from the very beginning, that San Diego would be a major fishing port and that there would be a constant demand for additional craft to meet its growth, so he decided to put his skill with wood tools to work. That decision was made 28 years ago, and Peter Rask has never been sorry he made the step he did. Today, on 1511 Marine Way in Coronado, the Rask Boatbuilding Company, started in 1947 by Peter Rask, Sr., a very able carpenter, boatbuilder and businessman, is flourishing in an unquestionably healthy manner.



"Pete" Rask

Founder, Rask Boatbuilding Company, (right), gives instructions to workman.

Rask began his long term of learning the boatbuilding business by working for his stepfather, Manuel Madruga, at the Campbell Machine Company, in San Diego, California, as a carpenter. He did his work in thorough and efficient manner, learning all he could and

(*Continued on page 17*)

"Bud" Rask

General manager, Rask Boatbuilding Company, Coronado, California.

"Pete" and "Bud" Rask enjoy a unique position. People with small boats in need of repairs won't let them alone. Not that they're complaining!

POLICY

MORE than 20,000 representatives of the canning industries of America held a ten day session of discussions, reviews, projects, speeches and introductions in Chicago, Illinois, during the 44th annual convention of the National Canners Association, which was conducted during February 14-23. The *Windy City* outdid itself in accommodating visiting tinmen from every state in the union, and, in general, hosted the much sought after canning convention in a manner that impressed everyone of the visitors. Some twenty-seven of Chicago's leading hotels and clubs swung wide their doors of welcome to out-of-towners, and many special civic events were staged for the benefit of the city's guests. An exceptionally fine speech was delivered by bell, Washington, D. C., inherited the duties of secretary and treasurer.

National Food Brokers Association nominated Roy C. Ossman, Cleveland, Ohio, as its national chairman; Watson Rogers, Washington, D. C., president; Clarence Wendt, Oklahoma City, Oklahoma, first vice-chairman; E. Nordon Reussig, New York, N. Y., second vice-chairman; Willis Johnson Jr., Little Rock, Arkansas, third vice-chairman; George E. Dougherty, Minneapolis, Minnesota, member-at-large, and Harry E. Cook, Baltimore, Maryland, treasurer.

The Canning Machinery and Supplies Association reelected E. A. Hildreth, Toledo, Ohio, as president; Hal W. Johnston, Rochester, New York, vice-president.

MUCH of National Canners Association's discussions featured such topics as nutrition, sterilization temperatures, discoloration, soil testing, insect control, and other subjects of relative importance to the raising and canning of foodstuffs. One of the featured speakers at the February 17 meeting of the N.C.A. delegation was national director of price stabilization, Michael V. DiSalle. Other important orators to address the same group were: Dr. E. J. Cameron, director, Washington Research laborator, N.C.A.; Maj. General Herman Feldman, quartermaster general of the United States Army; S. R. Smith, chief, fruit and vegetable branch, production and marketing administration, United States department of agriculture; Robert J. Small, chief, metal can unit, container division, national production authority, and Robert C. Goodwin, executive director, office of defense manpower, United States department of labor.

Windy City Conclave: What's Ahead?

Chicago Mayor Martin H. Kennelly heralding the meritorious contributions the industry has made in playing an important part in America's welfare and continued prosperity.

Actually, the convention was a triangular affair, for the National Food Brokers Association and the Canning Machinery & Supplies Association held their meetings along with the National Canners Association. Many other food producing, processing and distributing groups attended the largest and richest business assembly in the United States, thus getting everyone in the act, so to speak.

ONE of the more important highlights of the huge meeting was the election of 1951 officers in each Association. For the National Canners Association, Herbert J. Barnes, Kaysville, Utah, was elected as president; Fred C. Heinz, Pittsburgh, Pennsylvania, was chosen vice-president, and Carlos Camp-

More than 20,000 of the nation's top canners showed up in Chicago Feb. 14-23. Chief among subjects discussed was one that should make the Government happy.

by Hap Holliday

One of the many resolutions the National Canners Association adopted unanimously was that each member of the canning industry pledge his full support to the national mobilization effort and the program for the production of canned foods in an amount adequate both to maintain civilian consumption and to meet the needs of the expanding armed services. They resolved, as a body, that any sacrifices necessary in maintaining a healthy, well fed nation will be met by the canning industry with the utmost in spirit and effort.

A San Diegan, Donald P. Loker, who currently is manager of the High Seas Tuna Packing Company, Incorporated, and director of public relations and labor relations with the French Sardine Company, incorporated, Terminal Island, California, was elected as chairman of the National Canners Associa-

(*Continued on page 21*)

Progress & Production

Edited By
LAWRENCE LUSITANA

(We had hoped to include this month a detailed account of the latest developments involving the new Sperry Magnetic Compass Pilot. Due to some inconvenience caused by the mails, however, we didn't get in the dope quick enough to set it in print. Next month, we hope the situation will be different, and, if so, we promise you some information of outstanding interest.)

1. Inland Seas Boat
2. Raytheon Manufacturing
3. Radiophone
4. W. C. Dillon
5. Lathrop Diesel
6. Murphy Diesel
7. Enterprise Engine
8. Standard Electronics

LAST month, Archie Lang, president of the Inland Seas Boat Co., 3457 West 140th St., Cleveland, 11, Ohio, informed us of his company's completion of an all steel work boat for the Boom Boiler and Welding Company of Cleveland. The boat, designed by John B. Clark, and powered with a 150 H.P. Chrysler marine engine, having a 4½ to 1 reduction gear, is to be used in the maintenance and repair work of lake freighters the year round. Measuring 41 feet long, the boat has a beam of 13 feet, and a hull weight, without equipment, of approximately 7 tons. The bottom is constructed of ¼ inch steel plate with topsides of 3/15 inch steel plate securely welded into position. It is reported that the heavy construction throughout affords ample protection and safety against the onslaught of ice and heavy seas, and that the all steel pilot house and deck house assures all weather comfort for the crew and protection of equipment.

The entire hull, including rub rails, bulkheads and deck framing was built in an up-side-down position and turned over for the completion of the deck and pilot house. This method of boat construction, though utilized by Inland Seas Boat Company in building pleasure boats, is said to be a unique development in boat building of this size.

MINIATURE SOUNDER:

A new miniature, red-light indicating type of echo depth sounder, called the Fathometer *Cadet*, is the latest addition of the Raytheon Manufacturing Company's now famous line of Fathometer depth sounders. Small, compact and light in weight, it is said to incorporate all the important features of the larger models. Designed specifically for small pleasure and fishing craft, the system consists of an indicator unit, a single transducer, which both transmits and receives the sounding signals, and a vibrator power supply, available in four types for input voltages of 6, 12, 32, or 110 volts D.C. The instrument is considered particularly useful for shallow water navigation and for entering or leaving strange harbors. Its low cost, easy installation and economy in operation, indicates an ideal instrument for all small boats in comparatively shallow water.

MOVING WITH SCORE:

Radiophone Company celebrated its 20th year by moving into its new plant last month in Monrovia, California. Manufacturers of marine 2-way radio telephone equipment and direction finders, Radiophone has for some time needed these larger facilities, Marshall Setnan, President, explains. The new plant was designed by Milton W. Melzian, Pasadena architect, and is located at 600 East Evergreen Street, Monrovia. The firm currently is engaged in making electronic equipment, sheet metal and mechanical assemblies for private industry, the U. S. Navy, and other defense agencies. According to Setnan, the Monrovia site is part of a newly developed industrial area, and was designed specifically for Radiophone's manufacturing requirement. The former location was 2435 East Colorado, Pasadena.

SAFETY FIRST:

The W. C. Dillon Company, 1421 South Circle Avenue, Forest Park, Illinois, has come up with something new considered by many to be one of the great advances in safety practice. It is the Dillon Overload Warning Signal designed to protect hoists and cranes as well as the life of the operator. The original version of this device was the Dillon Dyna-Switch which served only to cut off the hoist motor. Now, after

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MOVIES

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lifices believed they were actually oking upon real jungle foliage.

When he tired of this type of work, all returned to California as art and chnical director for several major lm studios, this time as designer and eator of more animated subjects. The mous Edgar Rice Burroughs' fictitious Tarzan" stories was started about the me time Hall arrived in California's lm colony, and he, by special request, rtually created all the animals used the first few pictures, such as the rillas, chimpanzees, alligators, rhin-eri and hippopotami. He created also e hideously contorted masks used in veral scenes when the "savages" were pposedly seeking to decapitate the ng-maned skull of the famous jungle rd.

Now, firmly convinced that San iego's weather and beaches are the st in the country, Hall, a native of onton, Ohio, and who migrated, pen-l, paint brush and chisel, to Los An-les in the year 1886, is turning out autiful creations of plants and flow-s in his Pacific Beach studio, and, as states, "They never wither or lose eir color, beauty or natural appear-nce, and when they become dusty or rty I merely wash them off." Hall did uch of the planning and executing of e camouflage at the Douglas plant in nta Monica and Mines Field during e last war. He also designed revet-ents and bomb-proof shelters. He join-l the Army Air Corps as a civil service pert in experimental chemistry, and veloped numerous portable rubber roducts, shipping cases and permanent mera equipment. Hall recently in-nted a secret rubber camouflage now eing officially processed in Washing-n.

HALL, who is just as keenly interest-ed and devoted to his work today s he was when he began rubberizing useums and Hollywood studio sets, bors away in his workshop at P. B., ving in a strange tropical world of his wn invention, composed of delicately olored rubber, the texture and detail valing Mother Nature's superlative ef-rts and defying detection by the hu-an eye when placed next to the real ing. His uncanny skill at creating ese specimens is the result of a com-nation of dexterity and professional nowledge of the tropics gained during ears of jungle exploration.

Now, as a by-product to his foliage eations, Hall is starting production of me superb fishing lures which, he

(Continued on next page)

Backwash

By HAP HOLLIDAY

THE sardine, or the disappearance of same at odd intervals, has been blamed, so it would seem, for very nearly everything in times past for the loss of face, prestige, shirts, and, very probably, if the truth were known, for even wives. The latest unworthy act to be laid at the door of the silver-sided little saltwater denizen ranks along with its most irritating acts. Moss Landing, California, if reports are true, blames the little fellow for upsetting plans to finance the dredging costs of its Harbor. The story goes something like this:

For several years prior to 1946, sardine fishermen of Moss Landing had brought in annually about 40,000 tons of fish, and the fathers of the Harbor, as well as almost everyone else in town, figured that it would be a good idea to dress up the port a bit. For this purpose, the Commission decided to slap a toll charge of $1.00 a ton on fishermen, thus, in time, amassing enough money to brighten up things. In this action, indeed, the Harbor gentlemen seemed to be on the right track. Among other encouragements, a San Francisco bonding firm agreed to back a proposed issue in revenue bonds, totalling $200,000; it being understood, of course, that the debt would be repayed from tolls. Therefore, the Commissioners went ahead with the dredging, which finally took the shape, along with other developments, of erecting new piers, et cetera. Then came the rub. The sardine ignored the port; the bag, as it were, come to rest in Harbor hands. Watched with bated breath by the collective citizenry as they came empty into port, the boats took about enough sardine in 1947 to feed a good-sized wallaby for a day or two. Tolls collected, during this period, mounted up, as the result, to about what it would take to pay *per diem* a Russian laborer on bread and water, and gloom descended over all in cascades, if gloom *can* descend in cascades. By the time the Commissioners had concluded the face-lifting, in fact, the Harbor owed $130,000, or close to it, and the duns began coming thick and fast. True, the situation has improved somewhat since 1947, but not much; if the Harbor had been in existence during the Fifteenth Century, it still would be choice fodder for Debtor's Prison.

Many canneries, of course, have rushed to the rescue since those dark days, some of whom have gone so far as to pull the more formidable teeth in notes given them by the District for pier construction. Other crutches have been offered by creditors willing to wait for either the rescue a'la sardine, or an act of God. All in all, however, the Commissioners have done a creditable job in keeping the ox, at least irretrievably, from the ditch. Reports have it that the gentlemen have managed, by tight skinning, to reduce the debt to around $100,000 today, and their fight has won such applause that the Permanente Company of that area has advanced $5,000 on a price to pump water from a portion of the Harbor. More, Standard Oil company took a franchise for its pipelines for seven grand, and the Pacific Gas & Electric Company also coughed up for a franchise. This, quite naturally, permitted the Commission to write off scads of small bills, many of which had been itching for attention from the start of operations. It also paid off, in part, a San Francisco bridge concern, which previously had secured a court judgment of $15,000 against the port.

Meanwhile, Commission Chairman Robert Blohm had a word for the dilemma. "If," he commented recently, "we are ever going to get anywhere with the Harbor and pay off our obligations, we will have to have revenues from other sources than fish tolls."

Of course, before this happens, it might be that the sardine yet would save the day. And, if such should happen, you can expect a lot of happy people to crop up in Moss Landing.

MOVIES

(*Continued from preceding page*)

states. can be manufactured at a fraction of the cost of those now on the market. The lures will be made in the form of fish with tailing tenacles, thus agitating the rapid movement in the water and creating a vivid wake. Hall also plans to make reproductions of small squid, and lifelike reproductions of all kinds of small bait. The fact that these lures, so his plans indicate, are made of durable and flexible material —which, in some instances, are of rubber or plastic rubber medium—causes them to be more practical for their easy cleaning qualities, he says. In color, the lures will be of a practically lifelike shade.

HE also is completing experiments on boat bumpers for use on everything from rowboats to tuna clippers. And, if past performances bear any weight towards future achievements in his vocation, Hall will indeed continue along into his seventh decade inventing new uses for rubber creations that will enhance the beauty of Madame's home.

THE PIPER GOES TO SCHOOL

(*Continued from page 11*)

Joe Madruga of the *Paramount*, and, following a predetermined resolution of is receiving but two planes a month, and these are snatched up just as soon as they are inspected and prepared for sea duty. One of the more important factors to Carl Morgan is that there are 250 boats large enough to tote one of the Pipers on their decks, and that a boat 150 tons heavy can easily carry one of the Piper scouts.

Morgan is proud of the fact that Lloyds of London, the insurance company that places a price tag on every thing from conscience injuries to ant bites, gave the planes a thorough inspection and thought so highly of its safety possibilities that a 50% rate cut on the premium of their insurance cost was recommended.

Actually, the plane is everything South Bay Airport Company's chief says they are, and more. The planes are capable of spotting nine-tenths of the fish that a boat misses, and can search areas that are impossible to navigate by water. A man can learn to fly one of the sturdy craft in a couple of flig and, before long, obtain his private cense. Of course, this doesn't mea imply that the fishermen being trai to fly are given a hurry-up course flying instruction by the Morgan structors. They are completely famil ized with the vehicle they are to oper and then, through a process of deta instruction by a trained instructor, t gradually get their "air legs." If t wish to obtain their commercial p license they must log 200 hours of s flying to their credit, of course, then pass a very difficult examinat set up the C.C.A. Then they are re to board a clipper and take over th duties as pilots for the skippers.

THIS, as explained by several of M gan's associates, is all in line w the boss's manner of doing things. believes that a well trained pilot v can handle his plane without too m trouble is doing his job twice as e ciently and safely. Then, too, is the f that a plane is never worth a man's l no matter how valuable it may be the salesman to sell it to someone.

* Toys.

AVONDALE
BUILDS THEM BETTER – BUILDS THEM TO LAST – BUILDS THEM OF STEEL
AVONDALE tuna clippers are better, tougher, more seaworthy, more durable, and longer lasting—because they're built of steel! Ask any owner or Captain of an AVONDALE-built clipper. His recommendation will be the proof of the kind of workmanship and skill that AVONDALE puts into each clipper. Before you build, consult AVONDALE engineers or their west coast representatives. Let them prove to you that AVONDALE clippers are better!
West Coast Representatives:
DRAKE & BULLEN
San Diego, California
AVONDALE MARINE WAYS, Inc.
WESTWEGO, LOUISIANA

MALL CRAFT

(Continued from page 12)

bserving as much as possible of what ent on about him in the yard and uildings. But there was always a rest- ss feeling of independence goading ask, Sr., and he soon terminated his nploy with Campbell's and began a neral repair business of his own at e foot of Grape Street. Following a ort residence there, he moved to the rbor front at 26th Street, as the water- ont began to develop in a rapid man- r. His good fortune and profits seem- to continually increase, and when ational Iron Works offered him a rge sum of money for his land he ld out and, with the profits realized om the transaction, plus all that he d saved through the years, he bought half interest in the Harbor Boat and acht Company and went to work with resident Arne Strom, as a partner in is growing concern.

The Rask-Strom merger proved a ccessful business venture, and, as the ars sailed by, the business continued show large profits because of com- ned efforts to turn out the best work the shortest length of time. Strom and sk's work soon became a byword ong the waterfront and among mar- ers. Both men definitely believed that, a business was going to realize suc- ss and a continuity of work, it must ve the undivided attention of every- e concerned with the company's wel- re and progress, and so pursued these liefs. Rask's habit was to rise ungodly rly in the morning and journey to his rd, where he would begin a long day measuring, cutting and fitting the anks and beams that go into huge ppers and the smaller sport vessels. th Rask and Strom were often found scussing important business issues in me section of the big Harbor Boat & acht Company's yard by early arriv- g personnel, and, in this way, they iminated much of the preliminary per work, contemplated construction, reparation plans confronting them r that day.

Despite all these facts appropos of ccess and promise of continued pros- rity for the yard, Rask was determin- still to have his own yard and to tablish his name along with those of e West Coast ship building profession o were recognized in marine circles experts. With this thought in mind terminated his partnership with rom, following a friendly and satis- ctory settlement, and, with his share money gained from the transaction, began a search for a likely site on hich to lay the first keel built solely

(Continued on next page)

Crow's Nest

By PHIL BERTRAM

FISHERMEN in the Eureka, California, area bid a sad and respectful adieu to an old friend on February 15, a friend who had served them well for many years, and in some cases served their fathers before them for several decades. A shining beacon of friendship and safety since 1910, the Punta Gorda lighthouse, a fixture of irreplacable direction and welcome, has blinked its last beckoning rays of warning and guidance to wayfarers of the ocean lanes, and, sad to relate, will be replaced by a buoy, which, albeit not as warm or friendly in appearance, nevertheless will serve the purpose of safe passage of sea craft in Eureka waters.

The old lighthouse has a record of no small proportions in its long history of guiding ships in and out of dangerous water routes along Eureka's coastline, and many seamen will relate tales about the tall, weatherbeaten edifice that sees listeners perched on the ends of their chairs during the telling. Many ships have averted possible death or serious injury because of the strong beams of leading light that streamed from the brow of the tall figure sitting atop Punta Gorda, and no few sailors and sportsmen have unashamedly blessed the day the towering monument of confidence and strength sent its rays of direction at them.

This is the second lighthouse to be relieved of its duties. Last December, a brethren of the Punta Gorda light, Cape Mendocino, was actively discontinued and replaced by a buoy. The tender who lived at the Cape Mendocino, resident at the light for many years, is now a farmer in the Mattole Valley. He, understandably, was reluctant to see the closure of his beloved beacon of the rocks, and fought, figuratively speaking, tooth and nail to forestall any movement to discontinue the light's valuable services. Needless to say, his struggle was but in vain. However, the historic Mendocino light will live on in local circles through a replica at the Humboldt County fairgrounds.

What will happen to the Punta Gorda light is another matter to be reckoned with in the future. The rough roads and rugged terrain leading to the P. G. beacon is accessible only by horseback over the last few miles to its doorway. There were four men at the station at all times, and three remain on the job and will do so until summer, when trucks will have completed the difficult task of hauling the heavy equipment out over horse trails and treacherous sand. It is often said of the crew that works and lives at the Punta Gorda light that, because of the extreme and remote location of the light, they arrive in town and act as though they just came back to the United States, so isolated are they from civilization.

THE P. G. light has served a watchful vigilance for 41 years, and during that period of time has never required aid or assistance in carrying out her duties to the boats that scurried safely by her in the dark. Like a wary watchdog, the light always leveled its streams of brightness out to sea, telling all that she remained alert and prepared to guide them to their destinations with assurance and long gained knowledge of the area. Of major importance, also, was the light's service to the Coast Guard in that famous organization's efforts to maintain a safe and danger-cleared area for ship passage. Many, many times, when on rescue operations, the men of the Coast Guard were guided back to land over rough and tossing seas by the ever blinking eye of light that shone from atop Punta Gorda. A faithful and tired watchman of the sea goes to rest, but not without a round of deep, sincere appreciation and thanks from marines along the California coastline.

SMALL CRAFT

by Rask. As luck would have it, that site presented itself soon thereafter, when he discovered a 200 x 300 plot of land along the waterfront in Coronado. The location was ideal, and Rask saw a geographical opportunity to expand his yard, if business commitments demanded such a move. Therefore, he bought the land. This deal was signed, sealed and climaxed in January of 1947, and the Rask star, since that time, has risen to a creditable height of acknowledgment among boatbuilders as a yard that produces the type of work and craftsmanship boat owners admire and desire.

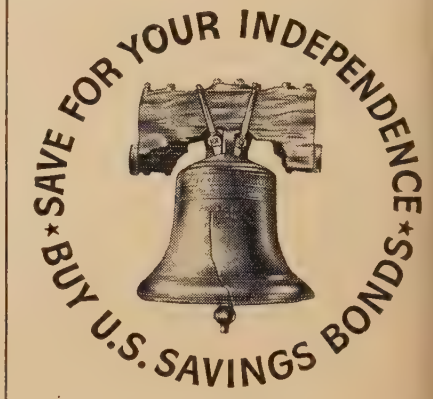
During the four years the yard has been in operation, Rask has garnered several fat contracts with the Navy, handling repair work on LCVP's a other small naval craft that needed ov hauling or additional planking. The are now six LCVP's on the ways at t Coronado company's yard receiving complete overhauling, and these are t first of forty that Rask has contract to repair and paint for the Navy. another slip next to the navy craft a several small fishing boats of the S

TUNA INDUSTRY & SAN DIEGO...

The tuna industry is of vital importance to the people of San Diego. I believe the mayor of San Diego must constantly keep this fact in mind and make every effort to encourage the development of this economic asset. Insofar as the city administration is concerned, encouragement of the tuna industry means fair and equitable taxation and the provision of proper facilities for the fishing fleet.

If elected mayor of San Diego, I pledge full support to the tuna industry of San Diego.

JERRY CRARY
Candidate for Mayor



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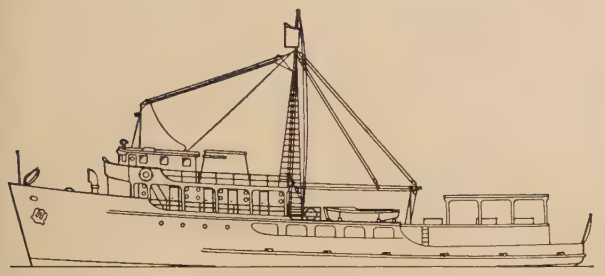
INDIA at C Sts. Franklin 7557

ego commercial fleet, among them the *onarda M*, skippered by Frank Or-ido, one of four brothers who own boat. On still another slip, and next the fishing boats, are two ferry inches undergoing an overall spit-d-polish job. On the fourth and last p, situated in the far left corner of yard, near the entrance of the com-ny's busy plant, is a sleek sport fish-boat, a Mexican shrimp boat, and a xican craft that has been in storage many months. Thus, as is obvious, the Rask Boatbuilding Company handles a highly diversified assortment of boats in its yard, and does a commendable job on all of them.

The largest boat to find its way into the yard was a 110-foot subchaser the Navy wanted completely renovated. Although this is rather large for the ways now in the yard, Rask's facilities are capable of handling craft up to 90 feet in length and weighing 125 tons, and approximately 50 men are employed to help the Company fulfill its contracts. There is a unique system of raising the boats on ways at the Rask yard. They are towed up a track into the yard after slipping into a trolley-like apparatus in the water, then shuttled onto a second track running the length of the yard, from which they may be rolled on to one of four other tracks that can hold four boats at the same time. The entire transferral from water to a berth is controlled by a huge motor-powered cable that hauls the boats around like toys.

SERVICING
REPAIRING



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- TEXACO Marine Fueling Station.
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A NEW LEADER

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JOHN D.

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FOR

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CURRENT RATE PER ANNUM ON SAVINGS

Fair Winds

By BOB McGRAW

THE waterfront is a constant source of excitement, noises and concentrated activity and I never fail to be impressed every time I venture forth among the humming scene of San Diego's docks and piers, warehouses, landings and ships chandleries. Here is the purposeful and never ending movement and shuttle of trained maritime personnel; the whine and scream of overworked and unoiled pulleys and winches straining under tremendous burdens; the majestic and sleek appearance of even the ugliest freighter or tanker, barely rising and falling with the gentle tides; the scurrying shore vehicles careening back and forth between warehouse and ship, transferring precious goods and supplies; the sharp, clipped commands of men who direct the methodical and orderly procedure of loading and unloading the big ships, and, to add a note of amusement, to an otherwise commercial backdrop, the salty ejaculations of old fishermen wielding poles and reel along the Broadway Pier, hoping to catch "supper" before they run out of bait.

San Diego's waterfront is a big part of a huge sea wheel that maintains transcendent contact with foreign ports of the world, and a transcontinental contact with alien progress and industry. San Diego has long been recognized as one of the major ports of maritime leadership and portage, and when I wander along the harbor shores I can readily understand why authorities have proclaimed, far and wide, that Southern California's fastest growing city is, without a doubt, one of the finest and most navigable harbor centers in the United States. High praise, indeed. But not without warranted merit.

Since the middle of the 16th century, when Joao Rodrigues Cabrillo, an inquisitive Portuguese explorer and seafarer of fortune, blundered into the harbor a few minutes ahead of a nasty spell of rough weather, the port has been a haven of safety from winds and stormy seas, and a source of fresh supplies and profitable trading. The famous Point Loma promontory afforded a natural protection from the ill-mannered habits of Mother Nature's heaving pool, and the boasting Cabrillo hailed discovery of the harbor loud and long.

That same emblem of geographical magnificence jutting like a fantastically huge finger into the sea has helped to attain a position of prestige and economic importance for the "Heaven on Earth" city, and has been painted, photographed and storied by thousands of transients, residents, and would-be Rembrandts.

Of course, all factors directly responsible for San Diego's present success and expansion aren't attributed to its geographical harbor advantages. The growth of the city as an economically important center loaned added impetus to the development of a sprawling metropolitan concrete jungle, and buildings sprouted skyward with a rapidity similar to Jack's fabled bean stalk. Department stores, hotels, banks, farmers and cattlemen, fishermen, the butcher, the baker, and, in earliers years, the candlestick maker, all aided individually and collectively in building San Diego to a towering height of economic prominence and consideration among leading cities in the United States.

A major step in developing what is now the tuna capitol of the world was the purchase of land on Point Loma by the Navy in 1901. The land actually was being used by the Navy in 1898 but was not purchased by the government until the later date. This, of course, led to increased Naval activity and traffic in the harbor, and subsequently witnessed the minions of Uncle Sam's fine naval forces . . . but we'd better let you read it completely in our "Golden Jubilee" book, which comes out in July. This volume is to have it all, including history, a Who's Who of the big canners, skippers, etc., *and* plenty of photographs and illustrations.

Many Mexican craft have been re
paired and repainted at the Rask yard
and newly constructed patrol boats fo
the Mexican government have been eas
ed into the waters from Coronado'
banks. Mexico's Gen. Abelardo L. Rod
riquez, who owns countless commercia
craft, has many of his boats repaire
and overhauled by the Rask Company
which, of course, means a constan
stream of vessels entering and leavin
the yard's docks. Authorities say tha
some of the finest fishing boats in Sa
Diego's fleet have been built by Pet
Rask, and they number many, amon
which are the *Balboa, Milwaukee, Mar
coni, San Gabriel, Stella DeGenova
Lone Wolf, Pacific Queen, St. Theres
and Vasco de Gama.*

Rask Senior's right hand man is hi
oldest son, Bud, a San Diego Hig
School graduate who served a three
year hitch in the Navy in a ship repai
unit. The tall, athletic-looking 29-year
old vet has two sisters and one brother
the latter and one of the former, livin
in San Diego, and the second sister re
siding in Oceanside. Bud, who reside
in Monterey Heights, is a courteous fel
low, and, like his sire, he knows hi
shipbuilding. Married, and the father o
three daughters, Bud is expecting th
arrival of a son, or, according to him
"A son is on the way." Acting as gen
eral manager of the company, he is
busy man. His work includes balancin
books, acting as a foreman in the yard
handling personnel problems, makin
out the weekly payroll, and supervisin
the expansion program now underwa
at the yard. The last is a happy avenu
of conversation to Bud, for work an
contracts have suddenly become s
heavy the company has been forced t
widen the yard by 200 feet and lengthe
its depth by the same distance. Ne
buildings and offices are rising eac
month, and roads are being planned fo
simplified passage through the yard
The big project, however, is the mai
slip that will be built before the year i
much older. It will afford quicker an
easier transferral of boats to and fro
their land berths, and will alleviate co
gestion on the present—and only—slip

Both men are understandably prou
of the fact their company handles mo
of the Navy's small craft renovatin
and overhauling work, for they take
personal and professional pride in thei
disposition of duties. This, of course
explains why the Navy keeps comin
back with more assignments for them
They now handle all buoy boats, sma
landing craft and miscellaneous vesse
for the U. S. N., and expect contract
to be let soon for an exceptionally larg
order of similar craft, of which the
organization will receive a substantia
share.

CONCLAVE

(Continued from page 13)

on's fishery products committee. Loker also a member of the organization's gislative committee. Besides these duts, Loker is on the executive committee the Pacific fisheries conference, and as been chairman of the trade agreeents committee of the California Fish anners association.

Herbert J. Barnes, newly elected president of the NCA, in his first speech as p man in the organization, lauded the o-operation that his group has afford- each other in helping to raise the ational Canners Association to a gh pinnacle of public acceptance as helpful aid in presenting the best proucts in the newest and most economical ntainers. Barnes also stated that the CA would continue its determined rive to give to the public a constant id varied supply of appealing prouicts. In closing the meeting, the bepectacled, white haired Barnes declared the National Canners Association ould adhere to the policies established y Frank E. Gorrell, founding secretary the organization.

The Fisherman's YARD
24-HOUR SERVICE * REPAIRS
1000-TON DRYDOCK * MARINE RAILWAYS * COMPLETE SHOPS
HARBOR BOAT BUILDING CO. FISH HARBOR TERMINAL ISLAND, CALIF

EMPACADORA del PACIFICO
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- Macarela
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- Tomate
- Chicharos

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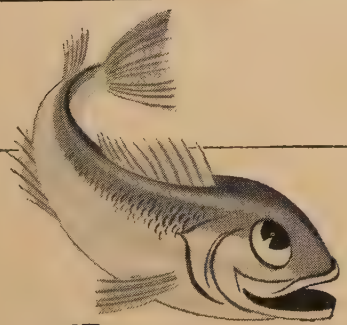

Sperry Magnetic Compass Pilot...

Straighter Line to Bigger Hauls
Sperry Automatic Steering saves time to, from and on the fishing grounds. In all types of sea, the Magnetic Compass Pilot holds the prescribed course automatically.

Results . . . more men released for fishing, work lightened, fuel costs reduced, bigger hauls and bigger profits.

A portable *Remote Control Device* gives the added advantage of full rudder control from any part of the boat.

SPERRY GYROSCOPE COMPANY
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Wilmington: 128 North Marine Avenue, Terminal 4-2879
Los Angeles: 2200 E. Imperial Highway, EL Segundo, Oregon 8-2119

PROGRESS

(*Continued from page 14*)

additional research, Dillon Company has completed this new companion unit that combines a self-contained warning klaxon, light and batteries.

COMPACT POWER:

With space on most fishing vessels being at a premium, the Lathrop Engine Company's brand-new LH-Master marine engine, which is said to provide a lot of power in a little space, is considered by many fishermen to be one of the great steps of progress in its field. The compact four-cylinder LH-Master has an over-all length of only 38¼ inches, and delivers 70 H.P. at 2500 R.P.M., with a 214 cubic-inch displacement, thus making it ideal, so it is said, for fishing craft where space is short, but where extra power is needed.

NEW LINE:

The Murphy Diesel Company recently announced a new line of marine die-

Manufacturers of
FISH FILLING MACHINES
RETORTS COOKERS
Standard Iron Works
M-3107
Harbor Dr., at Beardsley San Diego

J. M. MARTINAC SHIPBUILDING CORP.
Designers and Builders of COMMERCIAL FISHING BOATS
1501 RAILROAD AVENUE TACOMA, WASHINGTON

Southland
South Pacific
The J. M. Martinac Shipbuilding Corporation is proud to have assigned and built these successful clippers.
Cape Beverly
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On the Tuna Clippers:
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EXPLORER SEA GIANT SUN EUROPA
Zinc is becoming more critical by the month. If you want the RUST STOPPED on your ship ACT NOW!
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AMERICAN PROCESSING CO.
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FISH MEAL —For Poultry Feed
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TALLOW
AMERICAN PROCESSING CO.
FOOT OF BEARDSLEY ST.
San Diego, California
LAWRENCE OLIVER, *President* RICHARD OLIVER, *Superintendent*

• Abalone
• Mackerel
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• Lobster!
MARCA
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PACKED BY PESQUERA PENINSULAR S. de RL
Ensenada, Baja Calif.

engines for main propulsion and xiliary service. Consisting of six odels from 145 H.P. to 205 H.P., the w line is designed to operate at con- uous speeds up to 1400 rpm. Propul- n units are said to be offered with a de range of reverse and reduction ar ratios to meet virtually every fish- or work boat requirement. Full de- ls including specification sheets are ailable from Murphy Diesel Com- ny, 5317 W. Burnham St., Milwaukee Wisconsin.

OME SAFE:

Enterprise Engine & Machinery Co. nounced last month the appointment Henry D. Bahr as Manager of the vice Department. Bahr, previously terprise's Far Eastern Service Repre- tative in the Philippines, has been ociated with the diesel industry since 37 when he finished his diesel engine dies at Pratt Institute, New York. hr, who holds a Marine Engineer's rtificate, served with the War Depart- nt office of the Chief of Engineers the Africa Middle East theater dur- the war. There he supervised reha- itation of captured power plants and nstruction of new diesel power plants.

ENTREE:

Standard Electronics Corporation, subsidiary of Claude Neon Inc., recently informed us of their entrance into the marine radio telephone manufacturing field with four types of marine radios. The new sets, we are told, were subjected to stringent quality tests, with particular emphasis placed on power, efficiency, compactness and style, and range in power from 12 to 80 watts. Among the four marine radios to be marketed by Standard, is a compact, high powered 12 watt unit at low cost for small boats. Another model, which is only 15 inches wide by 9 inches deep and has five channels, operates at 35 watts. The two larger units operate at 50 watts and 80 watts respectively, both having six transmitting and receiving channels. These more powerful sets provide adequate range on long trips and impressed many as ideal for larger pleasure boats and commercial craft.

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SUPREME QUALITY
SQUIDS
COST LESS
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Unequalled for . . .

DESIGN — BALANCE
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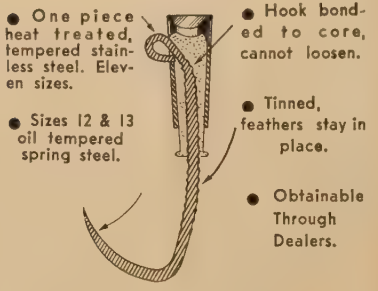
● One piece heat treated, tempered stainless steel. Eleven sizes.
● Sizes 12 & 13 oil tempered spring steel.
● Hook bonded to core, cannot loosen.
● Tinned, feathers stay in place.
● Obtainable Through Dealers.

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BAIT HOOKS
10 SIZES

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3135 Pine Avenue — Phone: L. B. 45-290
LONG BEACH 7, CALIF.

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LAST CALL. Have you a new car, or a late model used car, that will see you surely and inexpensively through the years ahead? If not, bring your problem to us.

Dick Grihalva Motors

San Diego's KAISER-FRAZER Headquarters
1300 STATE ST., at "A" Phone MAIN 7153

CALIF. TUNA CANNING CO.

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EARL M. NIELSEN
President

CANNERS OF FINEST QUALITY TUNA

Nielsen's
FANCY TUNA
Chunk Style Tuna Pieces

"Sea Preme"
Fancy Tuna — Chunks 'n Flakes

"N & R"
Fancy Tuna — Chunks 'n Flakes

* * *

OTHER BRANDS

Serv-Mor

Cal-Queen

Buy Well

Sea Licious

Cabin Boy

EBB'N FLOW

(*Continued from page 8*)

FOREIGN GROUND

Sardine:

Despite the fact they had to fish on "foreign grounds," the Monterey, California fishermen completed a good sardine season. During the 1950-51 season single boats brought in an average of 1,200 to 1,500 tons, while the average a few years ago was between 6,000 and 7,000 tons. The reason, as explained by several of the Peninsula fishermen, was threefold: less sardines, larger fleets, and a diffused range of fishing in stronger competition.

Shares on larger vessels averaged $4,000 net for the season's work, which was rather good since Monterey's season was slowed down a short time during negotiations between cannery workers and management over a wage disagreement.

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MARINE WORK A SPECIALTY
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SERVICE FOR TUNA CLIPPERS
COMPLETE CUSTOMS CLEARANCE
Shreve & Hays
CUSTOM HOUSE BROKERS
Room 1 — B St. Pier
SAN DIEGO CALIFORNIA
Phone F-9-8019

PUNCHING BAG

American Girl:

The sea was rough, but the crew wa calm, so reported Wallace Monis crewman aboard the San Diego, Cal fornia, tuna clipper *American Girl.* Th vessel went aground about seven mil north of San Pedro, California, harbo entrance last month, bringing to thre the number of mishaps befalling th clipper in the past. She has been ram med on two different occasions: one by the tunaboat *Anna M* and the othe by the clipper *Santa Anita,* both acc dents occurring along the lower coasta fishing area.

Her recent indisposal was the resu of being off course while adrift with broken propeller shaft, which cause her to smash into submerged rock Captain Manuel Silva, owner of th *American Girl,* reported that heavy fo and huge breakers prevented any im mediate salvage operations. The star board side of the vessel received exten sive damage from pounding against th rocks. A Coast Guard cutter took th clipper off the rocks two hours afte the accident occurred, and the crew with the exception of skipper Silva an his son, were returned to their home

CONTRIBUTORS

Raymond Loewy:

Raymond Loewy Associates of Ne York, industrial designer, recently wa commissioned by California Tuna Can ning Company to submit material fo an extensive C.T.C. advertising program

O.K.'s & PROTESTS

At Monterey:

The City Council of Monterey, Cal ifornia, approved an application fro Westgate-Sun Harbor Packing Compan to construct a hoist for unloading tun on the east side of Municipal Whar No. 2.

"Pete" Rask

• *Marine Diesels*

Builders-Designers
of Fine Commercial and Pleasure Craft
Since 1923

Complete Marine Service

"Bud" Rask

• *Marine Gas Engines*

Rask Boatbuilding Company

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CORONADO, CALIFORNIA
Henley 3-8322 — Henley 3-9859

• Building
• Remodeling

However, the application brought
d protests from the Regal Sea Food
npany and A. Paladini Fish Com-
ıy. They claimed that if the packing
nts were allowed to operate their
ı hoists they would seriously endang-
he business of other concessionaires.
, according to Councilman Shedo
ıck" Russo, there is not enough room
more hoists, thus eliminating the
ıibility of any concessions being
ed out of business.

SCREEN

ast Guard Edict:

he recently inaugurated security
ulations imposed by a ruling of the
ıst Guard will have no bearing on
ıl longshoremen, since they have al-
dy undergone an intensive screening
estigation. All longshoremen working
government and commercial vessels
required to take the examination.

STUMBLING BLOCK

Astoria:

Gillnetters up around Astoria, Ore-
were thwarted last month in their
rts to get the salmon season under-
when Old Man Winter whistled
ıe icy blasts across the Columbia
er, freezing nets and equipment to
unusable degree. Some brave mar-
rs ventured out into frigid winds and water but soon returned to docks, and with no small amount of freezing noses, ears and hands. Winds, reaching a velocity of forty-five miles per hour, tossed small fishing craft about at their moorings but no damage of any serious nature was reported. Gill netting season opened in the Northwest state January 28, and closed March 1.

SOS

From Tacoma:

The Puget Sound Gillnetters Association last month appealed to sportsmen and commercial salmon fishermen for unity in fighting a bill before the Washington State Legislature that would change the limits of the Columbia River salmon reserve. They asked them to band together and write letters to their state senators and legislators asking defeat of the bill that would permit the City of Tacoma to construct two dams they have long been seeking on the Cowlitz River, which is one of the state's major salmon migration rivers.

DISASTER

"Lingering Death":

Rep. Walter Norblad, (R., Oregon,) who feels that the present import duties on Japanese canned tuna are too low to protect domestic tuna industry from "disaster," if not "lingering death," asked the state department early last month to set a limit on tuna imports by establishing a quota.

NEW TREATMENT

At Astoria:

Angry smelt fishermen in Astoria, Oregon, were raising a hullabaloo early last month because of an oil tanker that leaked 20,000 gallons of fuel oil while traveling the Columbia River to Seattle. Fishermen who made hauls soon after the tanker had passed discovered that patrons who bought the fish from markets to which they had been sold complained of a sickening, oily taste after being cooked.

Fearing that the salmon season would be affected by the oil, the Columbia River Fishermen's Protective union dispatched a letter to the 13th Coast Guard district commander in Seattle to notify him of the matter, and to request that, in the future, tankers in poor condition be disallowed from entering the river, thus eliminating a reoccurance of the same nature. The unfortunate incident idled 150 fishermen and delayed fishing operations for two weeks.

LEGISLATION

Drag Fishing:

Two bills introduced in the state leg-

(*Continued on next page*)

A Tuna Fisherman For 32 Years

A Hudson Owner For 24 Years

Capt. Joe Rogers is happy when at the Telegraph control of the "NAVIGATOR"

or . . .

When driving his HUDSON, purchased from, and serviced by,

Taylor Motor Co.

Columbia at "B" **Main 5127**

San Diego's Oldest Hudson Dealer

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INDUSTRIAL y MERCANTIL, S.A.

Productos de Pesca, Enlatados
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islature last month called for closing Monterey Bay to drag net fishing four months each year and to discontinue commercial net fishing in a portion of the bay. The bills were introduced by Senator H. R. Judah of Santa Cruz, who emphasized both bills are subject to amendment.

NEW BUSINESS

At Eureka:

Eureka, California's new fisheries plant at Fields Landing, processed its first load of crab and first haul of drag fish the latter part of January, and seems well on the way in establishing itself as a major cannery. Crabs were accepted from the *Pacific Queen*, and the *Amak* delivered the drag fish. Bud Thomas, co-owner of the new enterprise, said the plant will stick to crab operations as its main line of work, but that, for the time being, drag fish brought to the cannery will be processed. Produce will be shipped to San Francisco markets.

STATISTICS

Salmon:

Alaska salmon for 1951 reached a total pack of 5,100,000 cases, according to McGovern & McGovern, canned-salmon brokers. The pack was estimated at 2,500,000 cases of pinks, 800,000 of chums, 1,500,000 of reds and 300,000 of medium reds. The figures, the company said, were based on previous cycle runs, but necessarily were subject to wide variation because of the variable nature of the salmon migration.

DECREASE

Washington-Oregon:

Albacore landings in both Washington and Oregon during 1950 were down about one million pounds for each State, compared with 1949's total count. But, imports and shipments from California helped swell the two States' final tabulations to more than 700,000 standard cases of albacore, an increase of 60% over the previous year. An additional 300,000 cases or more were packed from yellowfin and skipjack, the majority of which came from Central America, making a total northwest tuna pack of approximately one million cases for 1950. This exceeds the record year of 1944 by more than 100,000 cases.

DOWN SHARK

Repellent:

A chemical repellent to chase killer sharks which destroy thousands of dollars worth of fishing nets by pursuing smaller fish into them has proved of tremendous value to fishermen in San Pedro. The chemical was originally developed to save fliers downed at sea during the war.

(*Continued on page 28*)

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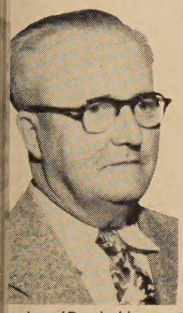

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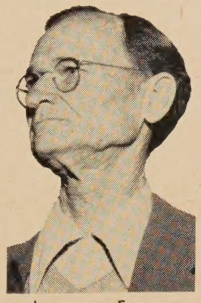

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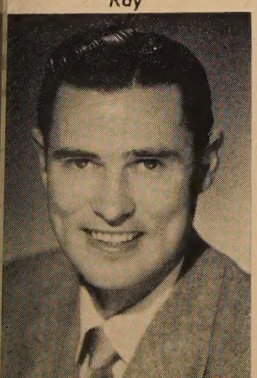

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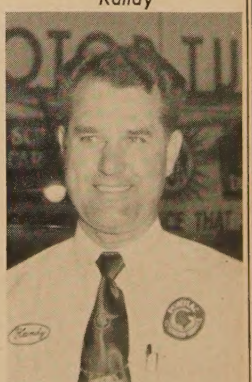

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EBB'N FLOW

(Continued from page 26)

One report by the skipper of a tuna trawler stated that a net was lowered into the water equipped with the chemical shark repellent in an area that was known as an infested locale for sharks. The skipper said he caught 100 tons of fish without being bothered by a single shark. The repellent affects the shark's taste organs and robs the vicious killer of his desire to bite.

UPSET

The Strike:

One of the oddest notes in labor contract negotiations appeared on San Diego, California's fishing scene last month when the two-month-old fishing fleet strike, performing a veritable boomerang, obviously was settled on March 28 and reopened two days later. Although fleet fishermen, represented by the A. F. L. Cannery Workers and Fishermens' Union, accepted a 1.13 percent wage increase in a final settlement, fleet engineers, members of Machinists Lodge 389-E, following a preliminary acceptance of contracts, called a mass meeting of its members and, after a stormy session that lasted four and one half hours, refused to recognize discharge procedures written into the contract's text. A vote was taken by members of the union, and by a count of 105 to 102, the contract was turned down. A union meeting was held on Monday, April 2, to continue discussions on the controversial substance within the contract.

Meanwhile, San Diego's giant tuna fleet was making ready to go to sea once again, and thousands of dollars worth of foodstuffs and supplies were being stowed aboard the huge clippers. Grocery stores catering to the fleet revealed that orders reaching $200,000 were totalled in a few days. Millions of cigarets were included in the shopping list. Special permits were issued to engineers to proceed with pumping operations in the bilges of their vessels as a safety measure, and crew members were filling fuel tanks and stacking fishing poles on deck in readiness of action.

The rebounding strike action, first in the history of the big clipper fleet, was effected after engineers reportedly were offered a wage increase of 2.4 percent, which was satisfactory to all members of the union. But clauses relative to working conditions, and stipulations declaring owners' operations dictatorship met with resolute disapproval. The engineers' strike was begun on January 21, 1951.

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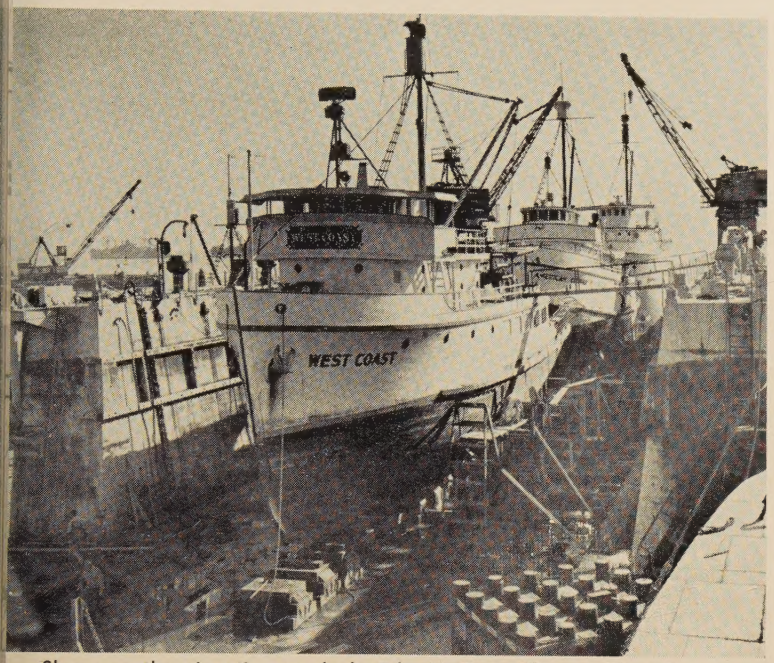

Shown on the gigantic new dock, Feb. 14, Tuna Clippers *West Coast*, *American Clipper* and *Ocean Pride*.

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